Dornier 328 Surveillance / Search and Rescue Aircraft available for immediate sale

Australia is responsible for 10 per cent of the globe for international maritime and aeronautical search and rescue services and recognized the requirement for a world-class maritime search and rescue capability.

Dornier 328 in SAR configuration

Aerodata has delivered five Dornier 328 Search and Rescue Aircraft to AeroRescue, an Australian special mission aircraft operator, between October 2005 and February 2007. The Aerorescue Do 328 aircraft have been operated under a service contract for the Australian Maritime Safety Authority (AMSA). During the 10 year operation, AeroRescue has flown about 7500 hours in surveillance missions and more than 9000 hours in SAR missions, AeroRescue provided assistance for more than 3000 lives.

Since AeroRescue's 10 year service contract with the Australian Maritime Safety Authority (AMSA) has not been extended, the five Dornier 328 aircraft will become available progressively during the next 6 months.

All five aircraft are equipped with a comprehensive suite of surveillance sensors and a mission system – AeroMission – integrating the information of all sensors. The aircraft are fitted with conformal observation windows and can carry search and rescue equipment of up to 1000 lbs. The use of the modified cargo door for dropping of SAR equipment provides unique dropping capabilities. Further, the aircraft is certified for parachute jumps from the In-Flight-Operable-Door.

Dropping of SAR equipment from cargo door

All five aircraft are fitted with the following equipment:

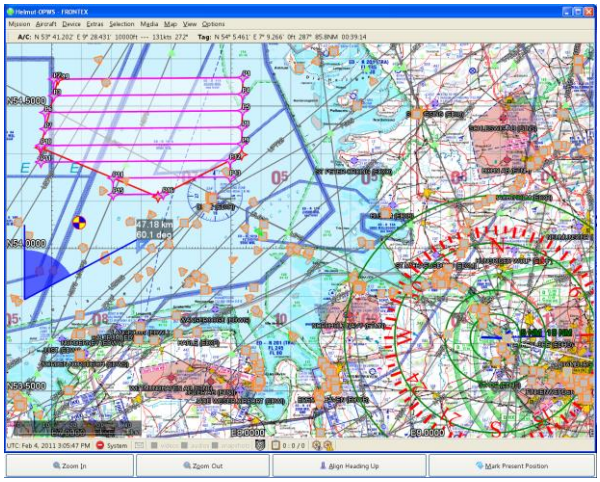
- A mission system with mission computers and a single operator work station with dual 19" screens, keyboard, trackball and various controls for sensors and communication equipment.
- A sensor suite including a nose mounted surveillance radar, a turret mounted EO/IR sensor, broadband and SAR direction finder, transponders to track aircraft (ADS-B) and vessels (AIS).
- A communication suite with radios for VHF, UHF and HF communication, a digital Intercom system including communication relay and Iridium Satcom system for voice and data communication with ground, airborne and marine assets.

Dornier 328 cabin

AeroMission installed on the Dornier 328 represents an early revision of the current AeroMission capabilities, but is still operational and fully supportable.

The aircraft airframe and engines has at normal operating cycle utilization between 20 and 25 years' operating life available.

After refurbishment of the aircraft and the implementation of the latest AeroMission computers and software, these five aircraft will be available for surveillance customers.



Latest AeroMission software capabilities

AeroRescue and Aerodata are jointly promoting the sale of these five surveillance aircraft to new customers. Suitable financial mechanisms are available to potential clients to either purchase or lease the aircraft. Due to the proven track record of the Dornier 328 in its SAR configuration, precise operating cost can be provided to potential customers.

The mission system and sensors enable the use of the Dornier 328 Surveillance Aircraft for the following missions:

- **Protection of sea routes,**
- **Protection of land borders,**
- **Anti-piracy operation,**
- **Detection of illegal fishing,**
- **Search and Rescue.**

First fully equipped Maritime Oil Pollution Aircraft released to Service

In order to comply with the steadily increasing demand for airborne maritime surveillance services, Aerodata AG and the Brazilian company Fototerra Atividades de Aerolevantamento Ltda. recently have established a Joint Venture, Fototerra Survey SCP in Brazil. Major target of Fototerra Survey SCP is to provide airborne maritime pollution surveillance services for the private sector as well as for governmental agencies. At the beginning of July, after nearly 18 months of intensive development and production the first fully equipped maritime surveillance aircraft, has been released to service, able to take over environmental surveillance service flights on a 24/7 basis.

First fully equipped
Maritime Oil Pollution Surveillance Aircraft

First evaluation flights have been carried out of Houston in the Gulf of Mexico.

Equipped with OPTIMARE´s the well proven fully integrated MEDUSA Maritime Surveillance Mission System, the Side Looking Airborne Radar (SLAR), IR/UV Line Scanner, VIS Line Scanner, Microwave Radiometer and Laser Fluorosensor this aircraft represents the most complete and comprehensive solution, which is truly unrivalled in the world. In addition, the sensor suite is completed by a fully integrated Automatic Identification System (AIS) for ship identification, a SAR Direction Finder (DF) and an EO/IR System, allowing visual inspection of targets even in darkness and under unfavorable visibility.

The list of equipment would not be complete without mentioning the sophisticated communication package consisting of a Maritime Broadband Radio (MBR) for persistent network connections to ground- or seaborne assets and an Iridium based datalink for communication with any Emergency Situation Center. Due to this comprehensive communication suite, this aricraft is considered to be more an integral part of a network of assets involved in contingency operations rather than being an isolated source of information.

Inside view

With its comprehensive mission system the pollution surveillance aircraft is not only capable to detect oil spills with a wide coverage of more than 20.000km²/h but moreover to deliver such essential information like

- **Aerial extend** of an oil spill,
- **Film thickness distribution** and calculation of the **oil volume** on the sea surface,
- **Identification of the oil type** together with weathering information from LFS data in conjunction with a library of the optical properties of the oil,
- **Centre coordinates of an oil spill** or patches of oil on the sea surface if the oil spill is already broken up in different parts and last but not least the
- **Localization of hot-spots**, in which the bulk of the oil is concentrated. This is an essential information to optimize the recovery operations on the sea.

Additionally, the following dynamic properties of the spill can be derived:

- **Drift** of the oil on the sea surface and
- **Spreading** of the oil on the sea surface.

All of the above-mentioned information is made available in **real-time** during the flight via the comprehensive communication suite. This enables the operator to continuously report e.g. to the Emergency Situation Centre to support the decision making process with the most actual data and to the ship based reaction forces to improve the oil recovery process.

Pollution surveillance aircraft in flight

Fototerra Atividades de Aerolevantamento Ltda.

FOTOTERRA is a Brazilian company founded in 1993 with extensive operational experience focused on the collection, processing and publication of Geographic Data in its most distinct variations and platforms.

Registered with the Ministry of Defense for more than 20 years the company has been operating in the country and in neighboring countries within South America.

African Aerospace and Defense (AAD) 2016

Aerodata and OPTIMARE will exhibit at Africa Aerospace and Defense (AAD) at Waterkloof AFB near Pretoria, South Africa, September 14-18, 2016. Please visit us at our stand in Hangar 2, Booth 2CW27.

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